

DSATS SURFACE TRANSPORTATION PROGRAM (STP) PROJECT SELECTION

The DSATS Project Selection Subcommittee (PSS) was created by the DSATS TAC to review and recommend the projects to be selected for funding from the DSATS allocation of Surface Transportation Project (STP) funding. The Project Selection Subcommittee has developed a set of criteria which it shall use to score and select projects for STP funding. Prior to the annual selection of projects process, the PSS may review and update the selection criteria. For the selection of the FY18-22 STP projects, the PSS developed the following selection criteria:

Categories and Scoring

Results of scoring in the following 6 categories shall be used as guidance for the Project Selection Subcommittee in prioritizing projects.

Road Condition: Condition Rating Survey (CRS)

Table 1. Roadway Condition Rating Survey Scoring Table

Condition Rating	Condition Description	Points
1.0 – 1.9	Poor	6
2.0 – 2.9	Poor	5
3.0 – 3.9	Poor	4
4.0 – 4.9	Poor/Fair	3
5.0 – 6.0	Fair	2
6.1 – 7.0	Good	1
7.1 – 9.0	Good/Excellent	0

The alternative rating system by Infrastructure Management Services may be used.

Table 2. Pavement Condition Rating Survey Scoring Table

Pavement Condition Rating	Points
10 – 39	6
40 – 59	5
60 – 69	4
70 – 79	3
80 – 84	2
85 – 89	1
90 – 100	0

Traffic Volume: Average Daily Traffic (ADT)

Table 3. Average Daily Traffic Volume Scoring Table

ADT	Points
< 500	0.5
500 – 749	1.0
750 – 999	1.5
1,000 – 1,249	2.0
1,250 – 2,499	2.5
2,500 – 3,749	3.0
3,750 – 4,999	3.5
5,000 – 6,249	4.0
6,250 – 7,499	4.5
7,500 – 8,749	5.0
8,750 – 9,999	5.5
10,000 +	6.0

The applicant may add comments regarding bicycle, bus, & truck traffic since these categories are not individually addressed in the overall ADT of the roadway segment.

Safety:

This category should consider:

- crash frequency;
- crash severity;
- comparison to IDOT Average, and the increase of safety; and
- The project should demonstrate a correlation between the proposed project and an improvement in vehicle and/or pedestrian/bicyclist safety.

Examples of improvements may include:

- reduction of accident rates;
- accident severity;
- crosswalk implementation;
- signalization; and
- speed reduction.

Note: The Safety category is intentionally non-specific. It will up to the sponsoring agency to decide what level of calculations/comparisons and the format in which they support their project.

Subjective scoring up to 6 points.

Alternate Transportation:

This category reviews the project for aspects which exceeds the usual benefit to single occupancy vehicles and promotes the use of other alternative transportation modes.

Example include, but are not limited to:

- highway projects providing a bicycle or pedestrian facility which forms part of a larger pedestrian or bicycle system; or
- highway project improving the accessibility to/from a transit station, transit shelters, access to bus stops, pedestrian sidewalks, crosswalks, lighting, median refuge, signage, connectivity of multi-use paths and inclusion on the Pedestrian – Bicycle Plan, bicycle racks, lights, signs, and waterways.

Subjective scoring up to 6 points.

Regional/Community Benefits:

Table 4. Regional / Community Benefits Scoring Table

Criteria	Points
Provides a critical connection between 2 or more core areas such as NIU or a downtown, or be an arterial highway	6
Serves a regionally significant employment center such as air, freight, or intermodal terminals	4
Serves other critical regional public facilities such as hospitals, schools, or parks	2
Benefits economic development, neighborhoods, or residential areas, or be a non-FAU Routes	1

The applicant should provide a brief narrative of why their project fits within a specific criteria. Applicant should use the highest ranking applicable category.

Various Considerations:

This category may include one or more of the following:

- Benefits special needs of underserved/under-represented areas
- Sponsorship by multiple agencies
- Listed in the LRTP, a local strategic plan or comprehensive plan
- Has support based on public outreach or a public participation meeting
- Sustainability / longevity of improvement
- Anticipated economic benefits

Subjective scoring up to 6 points.

Small Projects and Alternate Transportation Projects

Recognizing the majority of transportation use is on the road system, the majority of the funding is expected to be used for road projects. However, the MPO also recognizes the need to fund small projects and non-road projects. Therefore, 10% of the annual allocation may be used for small projects and/or alternate transportation projects.

These projects shall be limited to a maximum accumulation of 3 years of the 10% funding.

Funding example: Total annual allocation for FY2015 is approximately \$673,000. 10% for small projects and alternate transportation projects would be \$67,300. A small or alternate transportation project submitted at that time would be limited to 3 x \$67,300 or \$201,900.

For alternate transportation projects, categories such as Road Condition or Traffic Volume may not apply. Instead, the selection process may focus on categories such as Transportation Control or Various Considerations.

Although not required, applicants are strongly encouraged to apply for external or alternate funding sources such as ITEP (Illinois Transportation Alternatives Program) or Safe Routes to School instead of using the limited STU funds.

Transit Project Selection

Transit projects not using STU funds shall be reviewed by the Project Selection Subcommittee if there is local competition for transit-dedicated dollars or not enough transit funds to pay for all the projects. If there is no review needed by the Project Selection Subcommittee, transit projects may be submitted directly to the TAC.

Revised: 9/8/2015